

Minutes of the Transportation Committee Meeting

The Transportation Committee of the McLean County Board met on Tuesday, December 5, 2000 at 7:30 a.m. in Room 700, Law and Justice Center, 104 West Front Street, Bloomington, Illinois.

Members Present: Chairman Bass, Members Hoselton, Emmett, Kinzinger

Members Absent: None

Other Board

Members Present: Member Selzer

Staff Present: Mr. John M. Zeunik, County Administrator; Mr. Terry Lindberg, Assistant County Administrator; Ms. Martha B. Ross, Executive Secretary, County Administrator's Office

Department Heads/ Elected Officials

Present: Mr. Jack Mitchell, County Engineer, County Highway Department

Chairman Bass called the meeting to order at 7:35 a.m. and declared that a quorum was present.

Chairman Bass presented the bills, which have been reviewed and recommended for transmittal to the Transportation Committee by the County Auditor.

Mr. Hoselton asked whether the gasoline used by County vehicles is subject to bid. Mr. Mitchell responded that quotes are taken for both gasoline and diesel fuel.

Mr. Kinzinger asked what amount is spent per month on fuel for County vehicles. Mr. Mitchell responded that there is not an exact figure available for the Committee meeting to date, but that the budget appropriation amount has been exceeded as of the end of the month. He remarked that the amount of usage has not changed, but that the price of fuel is subject to change.

In reviewing the listing of bills, Mr. Hoselton asked who was JOPAC. Mr. Mitchell explained that this is an auto parts store known as Bumper to Bumper.

Mr. Hoselton proposed that, with regard to contracts, the contract amount and the amount paid by the County toward the contract balance, be stated in the monthly bills statement provided to the Committee by the Auditor's Office each month. Mr. Mitchell stated that there is not currently a methodology in place to provide that information.

Mr. Mitchell stated that the costs stated in road contracts are based upon the quantities of materials that are actually used during the course of the project, making it more difficult to prepay any portion of the contract in advance.

Mr. Hoselton asked whether this process is followed throughout the State, or only in the local area. Mr. Mitchell explained that the estimates for materials and labor are based upon the quantities used, on an ongoing basis.

Mr. Hoselton reiterated that he would like to know what the status of the contracts are throughout the life of the project. Mr. Mitchell responded that he would attempt to provide that information.

Motion by Kinzinger/Emmett to recommend payment of the bills as presented by the County Auditor. Motion carried.

Chairman Bass presented the minutes of the November 7, 2000 meeting for approval. Mr. Mitchell noted that the additional set of minutes that were provided to the Committee were from the Special Joint Meeting of the Piatt County Board Road and Bridge Committee and the McLean County Board Transportation Committee. The meeting took place on Thursday, November 16, 2000 at 1:30 p.m. at the McLean County Highway Department. Mr. Mitchell asked the Committee to review the Special Meeting Minutes and provide him with comments, questions or corrections.

Motion by Kinzinger/Emmett to accept and place on file the minutes of the Transportation Committee meeting from November 7, 2000 for approval.
Motion carried.

Chairman Bass presented the Ordinance for the Establishment of an Altered Speed Zone in the Bloomington Road District. Mr. Mitchell noted that the location of the proposed speed zone was on Alexander Road, beginning at Six Points Road and extending in a northerly direction to Maple Grove Estates. Passage of the Ordinance would set a 35 mile per hour (mph) speed limit on the portion of the road that is situated outside the city limits. Mr. Mitchell explained that the City of Bloomington conducted a speed study in this vicinity, which complies with the County's Ordinance on the establishment of speed zones.

Motion by Hoselton/Emmett to approve the Ordinance for the Establishment of an Altered Speed Zone in the Bloomington Road District, from Alexander Road, beginning at Six Points Road and extending in a northerly direction to Maple Grove Estates, with the posted speed at 35 mph.

Mr. Kinzinger asked if the current speed limit in the stated location is 55 mph. Mr. Mitchell replied that the location in question is not currently posted. Mr. Kinzinger further asked what the posted speed limits are in the surrounding areas. Mr. Mitchell remarked that, within the municipal corporate limits, speed is posted at 35 mph. Six Points Road is posted at 40 mph.

Chairman Bass asked Mr. Mitchell to explain what is entailed in a speed study. Mr. Mitchell explained that a speed study utilizes a minimum of one hundred (100) vehicles, or a one (1) hour time frame, whichever is first accomplished. The 85th percentile speed, an established measure in this case, is then applied. The 85th percentile is the speed at which 85% of the vehicles are traveling. Additionally, the "pace" speed is considered. The pace speed is defined as the speed that the highest percentage of vehicles are travelling, within 5 mph increments. A factor in determining the pace speed can also entail consideration of the number of entrances for residences and/or businesses.

Motion carried.

Mr. Mitchell presented a Resolution for Appropriation of Motor Fuel Tax Funds for Fiscal Year 2001 Maintenance. He noted that the amount requested is \$1,450,000.00 with that amount utilized for labor and equipment rental, the seal coat program, the aggregate that is purchased for the patching of road shoulders, signs, intermittent overlays, annual dura-patching used to level and patch roads, and cold and hot mix. The term of the appropriation is from January 1, 2001 to December 31, 2001.

Motion by Hoselton/Emmett to approve the Resolution for Appropriation of Motor Fuel Tax Funds for Fiscal Year 2001 Maintenance. Motion carried.

Chairman Bass noted that the intersection from Pipeline Road going into Hudson has been nicely done. Mr. Mitchell explained that new curbs and gutters were installed and the road was widened, and paved. This facilitates ease of movement for truck traffic.

Mr. Mitchell stated that a letter was received from the Illinois Department of Transportation (IDOT) explaining that the proposed Towanda-Barnes Bike Path project was not one of the projects selected for enhancement funds. Therefore, that project is not slated to move forward at this time.

Mr. Mitchell noted that one of the projects slated to progress is the Route 66 Bike Path. However, Mr. Mitchell advised the Committee that funding has been approved for Phase I Engineering, which is primarily the environmental studies. No funds were provided for construction costs at this time. He noted that the south section of the bike path was the portion funded. He stated that funds for construction are anticipated in the future, but there is neither a firm date nor a commitment for those funds at this time.

Mr. Emmett asked whether the County has acquired sufficient Right-Of-Way for any future bike path projects, in the event that any such projects should go forward. Mr. Mitchell responded that the Right-Of-Way currently acquired is insufficient for possible future projects. It was, at one time, thought that a portion of the proposed Towanda-Barnes Bike Path would traverse the east side of the road, from Route 150 to Ireland Grove Road. No Right-Of-Way for this eastern portion of the proposed Towanda-Barnes Bike Path is acquired.

Mr. Emmett stated that he was cognizant of the fact that there had been difficulty in Right-Of-Way acquisition in portions of the County where the Towanda-Barnes Bike Path would be located. However, since funding was not approved, it is a moot point at this time.

Mr. Mitchell remarked that the Central Illinois Regional Airport would provide to the County the necessary easement for the one and one-quarter (1 1/4) mile section of their land that would be utilized in the event that the Towanda-Barnes Bike Path becomes a funded project. Right-Of-Way has also been acquired from the commercial subdivision in the area.

Mr. Mitchell stated that, the application for TARP funding is filed in cooperation with Livingston County. McLean County has a one (1) mile jurisdiction, which encompasses Route 24 to the County line, on the Westin Road. Livingston County is applying for funding for a three (3) mile stretch of road, which ends at Livingston Stone limestone quarry.

Mr. Mitchell noted that the application for funding for road construction on the Randolph Road is as a result of the joint agreement, previously approved, with the Bloomington-Normal Water Reclamation District. He noted that, for application purposes, there are no signatures from the Board that are required. However, signatures will be required if the funding is received.

Mr. Mitchell stated that Mr. Kasbergen did contact him regarding the upgrading of the road in the vicinity of the proposed Stone Ridge Dairy near the community of Bellflower, Illinois. However, no action has been taken at this time.

Mr. Emmett stated that he is not in favor of an application for funds to upgrade the roads in the vicinity of the proposed Stone Ridge Dairy. He explained that the County Board has not yet made its recommendation as to whether or not it will support the proposed dairy operation. He noted that, for the Committee to make application prior to the Board's announcement of its recommendation, would be premature.

Mr. Kinzinger asked what is the time frame for application. Mr. Mitchell responded that the deadline is the end of December, 2000. He asked whether application could be made, presuming that the Board supports the proposed dairy operation. Mr. Mitchell explained that such action would be at the discretion of the Committee, as Mr. Kasbergen has not, at this time, executed an agreement.

Mr. Hoselton asked what portion of the TARP money would pay for the total project. Mr. Mitchell explained that TARP money is based upon \$30,000.00 per lane mile. In this case, there would be four (4) lane miles in McLean County, totaling \$120,000.00. Additionally, there would be \$15,000.00 needed for the intersection of Route 136, making the sum total of the application for the McLean County portion of the road upgrade \$135,000.00. He explained that Piatt County may apply jointly with McLean County or they may elect to apply separately.

Mr. Hoselton asked whether a copy of the letter written to the Secretary of Agriculture was provided to the members of the Committee. Mr. Mitchell responded that what was previously provided to the Committee was a preliminary draft. The body of that letter did not change in form or content, but the address on the letter did change.

Mr. Hoselton asked whether any other applicant, other than another taxing entity, has received approval for road improvement to an 80,000 pound capacity. Mr. Mitchell responded that 80,000 pound funding has been approved for the Barnes Elevator, one mile north of Route 9. This was done by agreement, whereby the elevator paid one-fourth and the County paid one-fourth, with the remainder coming from the State of Illinois. Other projects were the Stark gravel pit and Freesen asphalt pit, and the road improvement near Lexington with Cargill. He noted that there was also a project completed near Waynesville where a business owner applied through Community Development. This project, was, however, done through a loan agreement.

Mr. Hoselton asked whether additional road width was needed for any of the cited projects. He noted that additional road width would be needed for the proposed dairy facility near Bellflower. Mr. Mitchell stated that wider shoulders and flatter slopes would be needed in the event that the proposed dairy located near Bellflower.

Mr. Emmett remarked that Mr. Kasbergen had stated at the recent public hearing in Bellflower, that he intended to utilize County roads in whatever capacity he needed. Mr. Emmett went on to state that, in his view, the Transportation Committee should refrain from making any agreements

or taking any action regarding the upgrade of roads near the proposed Stone Ridge Dairy until the full County Board has announced its position with regard to support or non-support of the proposed dairy operation.

Chairman Bass asked whether it would take a substantial amount of time for the County to acquire the necessary Right-of-Way in order to upgrade the roads, in the event that the proposed dairy operation becomes a reality. Mr. Mitchell responded that it could take as much as a year or longer to acquire Right-of-Way, as many of the landowners in the area will not be amenable to the sale of their land for such a purpose.

Mr. Kinzinger stated that, since the proposed road improvements primarily benefit Mr. Kasbergen and the proposed Stone Ridge Dairy, then he should accept the bulk of the cost for those improvements.

Mr. Hoselton stated that the six (6) miles from Route 136 to Interstate 74, four (4) miles in McLean County and two (2) miles in Piatt County, are well-traveled. Mr. Mitchell noted that the Highway Department estimates that there are approximately 600 – 650 cars per day that utilize this route, in addition to truck traffic. He stated that the additional traffic generated by the proposed dairy would cause the most road damage during the spring season.

Mr. Mitchell stated that there are legal safeguards in place that provide for the County to seek monetary damages, in the event that it can provide proof of road damage and the entity who is responsible for that damage.

Mr. Emmett remarked that the proposed dairy's possible location in the Bellflower area is of great concern to many of the residents. He stated that public concern should be heavily weighed in the decision-making process.

Mr. Kinzinger stated that it would be important that the Transportation Committee treat Mr. Kasbergen's operation as it would any other entity, with regard to road upgrades and construction. Mr. Hoselton responded that, in the event that the proposed dairy is built in the Bellflower area, the Transportation Committee should set strong guidelines for the use of the roads in the vicinity of the dairy, in order to avoid extensive road damage.

Motion by Emmett/Kinzinger for the Committee to go into "Executive Session" to discuss a personnel matter.

The following attendees are to remain for Executive Session: Chairman Bass; Members Emmett, Hoselton and Kinzinger; invited Board Member Selzer; Mr. Zeunik; Mr. Mitchell.

Motion carried. The Committee began Executive Session at 8:24 a.m.

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The Committee returned to Regular session at 9:30 a.m.

Motion by Kinzinger/Hoselton to place Mr. Mitchell on Step 67 of the salary scale for the County Engineer.

Mr. Zeunik stated that the Resolution Setting the Annual Salary and Reimbursable Expenses for the County Engineer would contain the actual dollar amounts.

Motion carried.

There being nothing further to come before the Committee at this time, Chairman Bass adjourned the meeting at 9:33 a.m.

Respectfully submitted,

Martha B. Ross
Recording Secretary